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**SUMMARY OF TELECONFERENCE MEETING #2
TRANSPORTATION AND LAND USE TECHNICAL WORKING GROUP
ARIZONA CLIMATE CHANGE ADVISORY GROUP
SEPTEMBER 14, 2005**

Attendance:

1. Technical Working Group members:
 - David Berry – Swift Transportation
 - Diane Brown – Arizona Public Interest Research Group
 - Beverly Chenausky – Arizona Department of Transportation
 - Jo Crumbaker (for Bob Kard) – Maricopa County Environmental Services
 - Rob Elliott – Arizona Raft Adventures
 - Kirsten Engel – University of Arizona Law School
 - Gina Grey – Western States Petroleum Association
 - Ursula Kramer – Pima County DEQ
 - Willis Martin – Pulte Homes
 - Karen O'Regan – City of Phoenix
 - Bob Ramirez – Salt River Pima-Maricopa Indian Community
 - John Skelley - Arizona Grain
 - Duane Yantorno – Arizona Department of Weights and Measures
2. ADEQ staff: Kurt Maurer, Lynn Ott
3. Center for Climate Strategies (CCS) staff: Karl Hausker, Maureen Mullen, Tom Peterson
4. Others attending: Gaye Knight – City of Phoenix

Background documents:

(all posted at <http://www.azclimatechange.us/template.cfm?FrontID=4672>)

1. Agenda
2. Powerpoint presentation for meeting
3. AZ draft Inventory and Reference case
4. TLU GHG Reduction Opportunities (policy matrix)

Discussion items and key issues:

1. General

- a. Members noted need for clear definitions and terminology in all discussions and documents, and information on co-benefits/co-costs of all policy options.
 - b. Members endorsed the idea that the full CCAG should consider picking a base year and a GHG emissions reduction target as part of this process
- 2. Inventory and reference case projections
 - a. Regarding the MoveAZ report and its implicit assumption that energy use per VMT would increase over the next 20 years, ADOT's Beverly Chenausky is still pursuing a response from the consultants who authored the MoveAZ report on the explicit assumptions used in the report that affect energy use pre VMT.
 - b. CCS staff provided a document and an overview on the potential effect of the Bush Administrations new proposal on CAFÉ standards, concluding that it would not significantly increase the average fuel economy of the light duty truck fleet.
- 3. Matrix of policy options
 - a. The discussion covered Subsection 1 on Passenger Vehicle GHG Emission Rates.
 - b. Several members noted the absence of representation from the auto industry on this group, and suggested that some kind of participation by Arizona auto dealers might be appropriate.
 - c. Several members requested additional information on the California GHG emission standards for passenger vehicles (Pavley standards).
 - d. ADEQ will provide at next meeting the status of California LEV-2 Emission Standards (matrix option 1.1.2) as a State Implementation Plan (SIP) option for criteria pollutants.
 - e. Dave Berry asked to include an option for lowering speed limits (separate from enforcing existing speed limits [option 1.2.1]). He argued that technological options exist for the commercial vehicle sector.
 - f. John Skelley asked that option 1.3.1 – procurement of efficient fleet vehicles – be expanded to differentiate between traditional fueled vehicles and flex-fueled or alternative fueled vehicles.
 - g. Gina Grey offered to provide additional information on feebates (option 1.3.2).
 - h. Willis Martin offered to provide information on land use density.
 - i. John Skelley emphasized the benefits of flex-fuel vehicles.
 - j. Several members asked for some restructuring of the matrix to group fleet vehicle options more clearly, as well as mass transit options.

Next steps and agreements:

- 1. In preparation for the third call, CCS staff will restructure the matrix as requested, and carry on the discussion of further subsections in the next call. TWG members are requested to provide further inputs on the matrix and specific options, especially any missing ones, as soon as possible. .
- 2. **Next TWG call**
Wednesday, Sept. 21, 2005, from 8 a.m. – 9:30 a.m.